

COMBINATION METER

All models except U.S. FM and TM models are equipped with a digital display combination meter (**Figure 70**). The combination meter is also offered as optional equipment on U.S. FM and TM models.

Troubleshooting

Refer to Chapter Two.

Removal/Installation

1. Disconnect the ignition switch connector (D, **Figure 1**) and meter connector (B).
2. Detach the wiring retaining clips on the steering shaft holder and the frame.
3. Remove the three meter cover retaining screws (A, **Figure 71**).
4. Remove the meter cover (B, **Figure 71**) while also pulling out the fuel tank breather hose (C).
5. Remove the meter bracket mounting bolts (**Figure 72**), then remove the meter and bracket.
6. Remove the meter retaining nuts (**Figure 73**) and separate the meter from the bracket.
7. Install the combination meter by reversing the preceding removal steps.
8. Start the engine and check the meter operation.

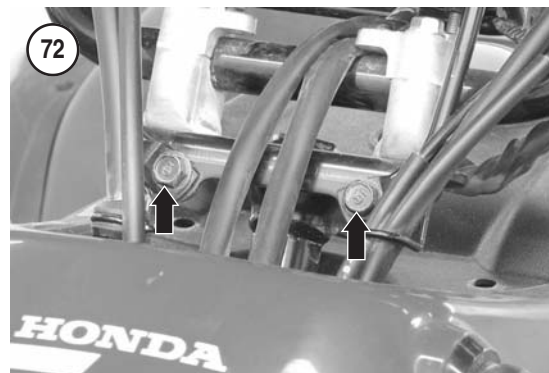
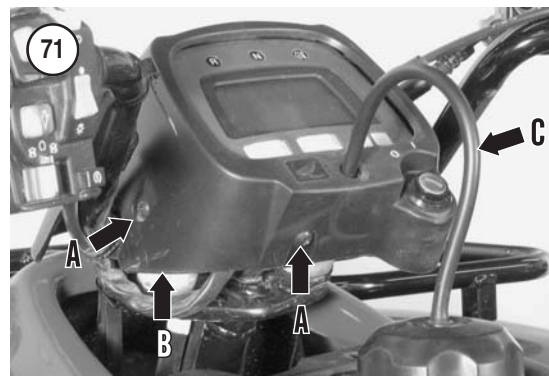
SWITCHES

Testing

Test switches for continuity using an ohmmeter (Chapter One) or a self-powered test light. Test at the switch connector by operating the switch in each of its operating positions and comparing the results with the switch continuity diagram. For example, **Figure 74** shows the ignition switch continuity diagram.

When the ignition switch key is turned to the on position, there will be continuity between the red/black and pink wire terminals, and between the red and black wire terminals. The line joining the terminals shows continuity (**Figure 74**). An ohmmeter connected between these terminals will show no resistance or a test light will light. When the ignition switch is turned off, there will be no continuity between the same terminals.

When testing switches, note the following:



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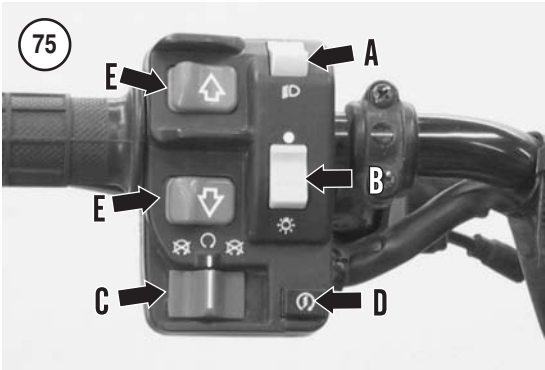
IGNITION SWITCH

	BAT2	DC	BAT1	BAT
On				
Off				
Color	R/B	P	R	B

R = Red
B = Black
P = Pink

CAUTION
Do not attempt to start the engine with the negative battery cable disconnected.

4. When separating two connectors, pull on the connector housings and not the wires.
5. After finding a defective circuit, check the connectors to make sure they are clean and properly connected. Check all wires going into a connector housing for loose connections or damage.
6. When joining two connectors, push them until they click or snap into place.
7. If a switch or button does not perform properly, replace the switch as described in this section.



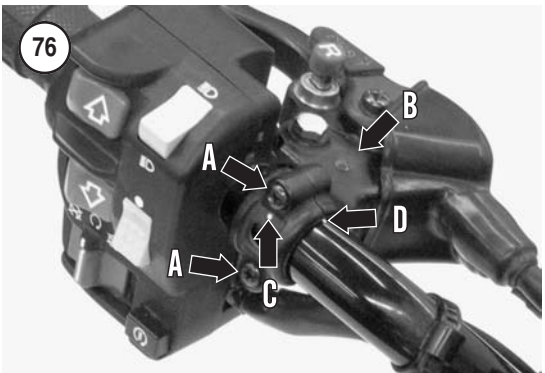
Left Handlebar Switch Housing Replacement

FE and TE models

FE and TE models are equipped with the left handlebar switch housing shown in **Figure 75**. The left handlebar switch is equipped with the following switches.

1. Lighting switch (A).
2. Dimmer switch (B).
3. Engine stop switch (C).
4. Starter switch (D).
5. Gearshift switches (E).

NOTE
The switches mounted in the left handlebar switch housing are not available separately. If one switch is damaged, replace the switch housing assembly.



1. Check the fuses as described in *Fuses* in this chapter.
2. Check the battery as described in *Battery* in Chapter Three. Charge the battery to the correct state of charge, if required.
3. Before testing the switches, disconnect the negative battery cable from the battery (Chapter Three) and disconnect the switch electrical connector.

6. Remove the three meter cover retaining screws (A, **Figure 71**).
7. Remove the meter cover (B, **Figure 71**) while also pulling out the fuel tank breather hose (C).
8. Disconnect the green handlebar switch connector (C, **Figure 1**). The connector has ten pins.
9. Detach the wiring retaining clips on the steering shaft holder and the frame.
10. Remove the rear (parking) brake lever clamp screws (A, **Figure 76**), remove the clamp and move the brake lever assembly (B) out of the way.
11. Remove the switch housing screws and separate the switch halves. Remove the switch and its wiring harness from the frame.
12. Install the switch housing by reversing the preceding removal steps, while noting the following:

- a. Install the switch housing, but do not tighten the screws.
 - b. Install the brake lever assembly while inserting the tab on the brake lever (A, **Figure 77**) into the slot (B) in the switch housing.
 - c. Install the brake lever clamp so the punch mark is up (C, **Figure 76**). Position the clamp so the inner edge aligns with the punch mark (D, **Figure 76**) on the handlebar. Tighten the upper clamp screw first, then tighten the lower clamp screw.
 - d. Tighten the upper switch housing screw first, then the lower screws.
13. Start the engine and check the switch in each of its operating positions.

FM and TM models

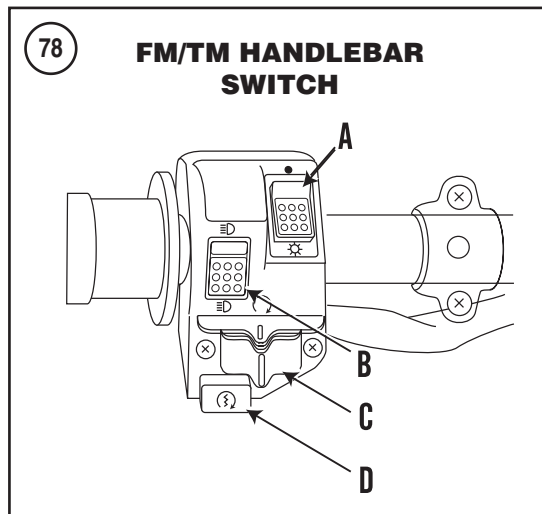
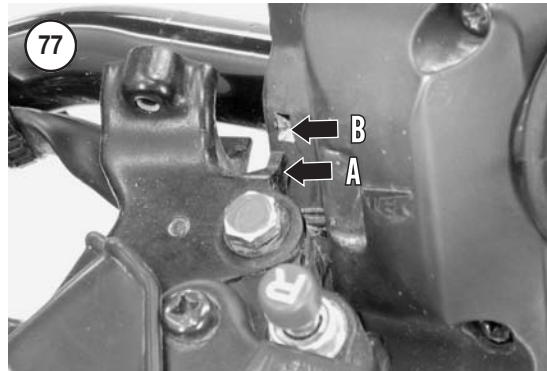
FM and TM models are equipped with the left handlebar switch housing shown in **Figure 78**. The left handlebar switch is equipped with the following switches.

1. Lighting switch (A).
2. Dimmer switch (B).
3. Engine stop switch (C).
4. Starter switch (D).

NOTE

The switches mounted in the left handlebar switch housing are not available separately. If one switch is damaged, replace the switch housing assembly.

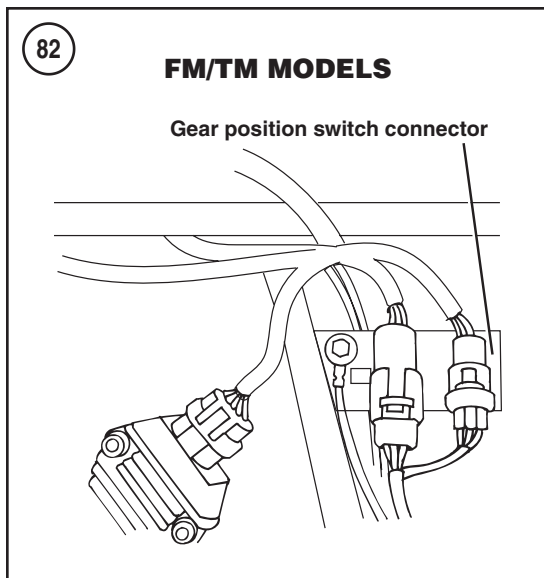
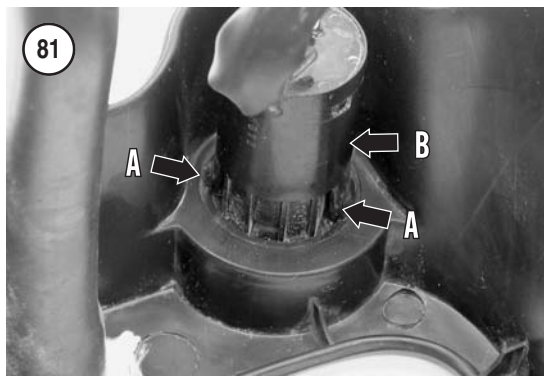
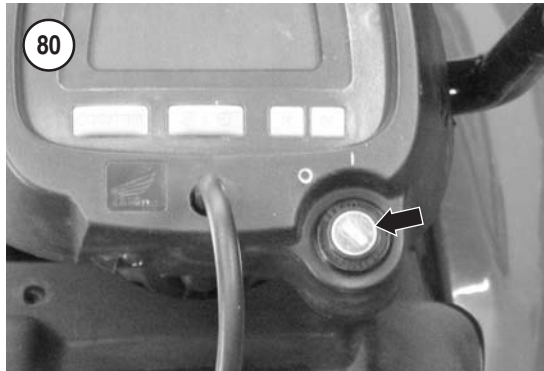
5. Remove the handlebar cover (Chapter Fifteen).
6. Disconnect the green handlebar switch connector (C, **Figure 1**, typical). The connector has eight pins.
7. Detach the wiring retaining clips on the steering shaft holder and the frame.
8. Remove the switch housing screws and separate the switch halves. Remove the switch and its wiring harness from the frame.
9. Install the switch housing by reversing the preceding removal steps, while noting the following:
 - a. Align the rear switch housing pin with the hole in the handlebar (**Figure 79**), then install the housing.
 - b. Tighten the upper switch housing screw first, then the lower screw.
10. Start the engine and check the switch in each of its operating positions.



Ignition Switch Replacement

The ignition switch is mounted in the handlebar cover or combination meter cover (**Figure 80**, typical).

1. Disconnect the white ignition switch connector (D, **Figure 1**, typical).



2. Detach the wiring retaining clips on the steering shaft holder and the frame.

3A. On FE/TE models:

- a. Remove the three meter cover retaining screws (A, **Figure 71**).

- b. Remove the meter cover (B, **Figure 71**) while also pulling out the fuel tank breather hose (C).

3B. On FM/TM models, remove the handlebar cover (Chapter Fifteen).

4. Depress the ignition switch tabs (A, **Figure 81**), then remove the ignition switch (B) by pushing it from the bottom side.

5. Install the ignition switch by reversing the preceding steps while noting the following:

- a. Install the new switch by aligning the two plastic guide strips on the switch housing with the notch in the switch mounting hole. Push the switch into place.
- b. Turn the ignition switch on and check operation.

Gear Position Switch

Testing (FM/TM models)

NOTE

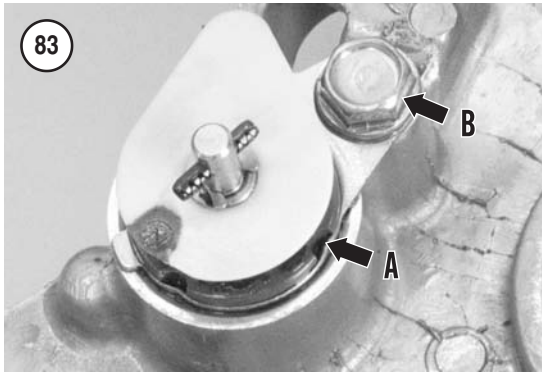
Refer to Chapter Two for testing the gear position switch on FE and TE models.

1. Disconnect the gear position switch connector (**Figure 82**).
2. Switch an ohmmeter to the $R \times 1$ scale and connect the leads between the light green/red wire terminal and ground. The ohmmeter should show continuity when the transmission is in neutral and infinity when the transmission is in gear.
3. Connect the ohmmeter leads between the gray wire and ground. The ohmmeter should show continuity when the transmission is in reverse and infinity when the transmission is in any other gear or neutral.
4. If any readings are incorrect, replace the gear position switch.

Removal

The gear position switch (A, **Figure 83**) is mounted inside the rear crankcase cover.

1. Remove the rear crankcase cover (Chapter Five).
2. Remove the wire grommet from the cover (**Figure 84**).
3. Remove the switch retaining bolt (B, **Figure 82**), then remove the switch (A).
4. Remove all threadlock residue from the bolt and bolt threads.



5. Apply a threadlock to the bolt threads.
6. Install the switch and tighten the bolt to 12 N•m (106 in.-lb.).
7. Apply sealant to the grommet and install it into the rear crankcase cover.
8. Install the rear crankcase cover (Chapter Five).

OIL THERMOSENSOR

The oil thermosensor (**Figure 85**) is located on the left side of the crankcase.



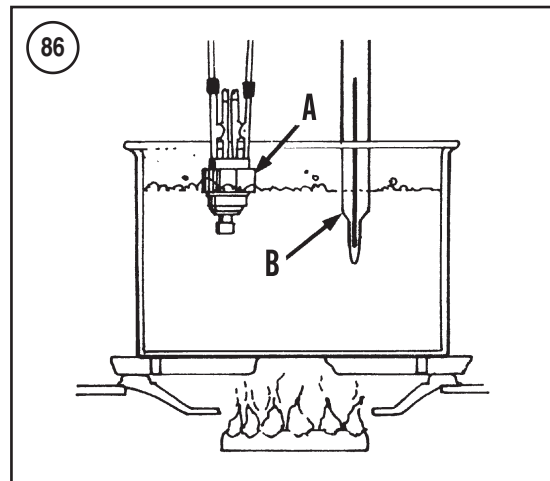
Testing

1. Remove the oil thermosensor as described in this section.

WARNING

Wear safety glasses and gloves during this test. Keep all flammable materials away from the burner.

2. Use an ohmmeter with an alligator clip on one test lead end. Attach one of the alligator clips to the electrical connector on the sensor.
3. Suspend the thermosensor in a small container filled with engine oil (A, **Figure 86**).
4. Place a thermometer in the pan of oil (B, **Figure 86**). Do not let the sensor or the thermometer touch the pan as it will give false readings.
5. Heat the oil and place the remaining ohmmeter test lead against the threads on the thermosensor body.
6. Check the resistance readings at the temperatures listed below:
 - a. At 302° F (150° C), the ohmmeter should read 306-340 ohms.
 - b. At 338° F (170° C), the ohmmeter should read 209-231 ohms.



7. If the resistance readings are incorrect, replace the thermosensor.
8. Install the oil thermosensor as described in this section.

Removal/Installation

1. Drain the engine oil (Chapter Three).

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